

## SALEM

## ROUND ABOUT SALEM.

## Short Items of Interest Caught on the Fly.

## ROANOKE TIMES BUREAU.

## HOTEL LUCERNE, SALEM, VA.

A. H. Tardy has gone to Lynchburg. Frank Chalmers, vice-president of the Farmers' National Bank, is building a handsome residence next to W. Leo Brand's on Union street.

Miss May Tolbert, of Danville, is visiting Miss Burks.

J. D. Logan, of Union, W. Va., is in Salem on business.

The baseball game between the merchants and real estate men was prevented by rain yesterday and will take place Tuesday.

Workmen are now engaged in repairing the stable of Chas. Queen, damaged by the late cyclone.

Mrs. F. C. Burdette and Miss Mattie Bonnett leave for Virginia Beach next Monday for a summer's outing.

Eli Beggs, a bar-keeper near the freight depot, had a fight with a negro named Henderson yesterday morning. Henderson did not desire to pay for his drinks. Hence the difficulty. The trial will be this morning.

Susie Ruth Scruggs, a colored woman, was fined \$2.50 by Squire Camper yesterday for fighting last month.

Mrs. C. R. E. Rivers and daughter, Miss Monica, of New Orleans, are registered for the summer at the Hotel Lucerne. Mrs. Rivers is a daughter of Major Longley, general manager of the Lucerne.

Misses Maggie, Nettie and Etta Wysor are in Salem, returning home from Holins.

Col. R. B. Berkely, of Farmville, was in Salem yesterday.

Dr. J. R. Miller and wife, of Luray, are visiting their son, Rev. C. Armond Miller, on High street.

Mrs. J. W. Sheppard, formerly Miss Maggie Crawford, is visiting Mrs. Dr. Bruffey on Main street.

Prof. L. R. Holland, superintendent of public schools, is very ill.

## To Sue the Louisville and Nashville.

The South Birmingham Coal and Iron Company, which recently made an assignment, has decided to institute a suit for damages against the Louisville and Nashville railroad. This corporation, it is charged, would not furnish the company with anything like a sufficient number of cars, with which to ship their coal from the company's property, and this caused the assignment.

## Rebuilding the Bridge.

The bridge of the Salem Development Company, which was washed away when the river was very high sometime ago, is being rebuilt in a single span by the Pittsburg Bridge Company. The old bridge was a double span. The material is all here except one car load, which is daily expected.

## TWO MARRIAGES IN WYTHEVILLE.

Mr. McGarock to Miss Pendleton and Mr. Walker to Miss Foote.

WYTHEVILLE, June 18.—[Special]—The Episcopal Church was crowded yesterday evening by relatives and friends of Miss Jane Byrd Pendleton and Mr. John Williamson McGarock, who were united in the holy bonds of matrimony by Rev. Mercer P. Logan. The altar was brightened with evergreens and flowers and brilliantly lighted. Miss Pendleton, the maid of honor, followed the ushers, Messrs. Mann Pendleton, C. C. Lewis, R. Peyton Nelson, and Harold Huff, and behind her came the bride, in costume of white faille, leaning on the arm of her brother, Edmund Pendleton. She was met at the altar by the groom and his best man, W. E. Fulton. After receiving the congratulations of their relatives and intimate friends at the bride's home they left on the 8 o'clock train for Saratoga, Niagara and the Great Lakes.

At 7 o'clock Miss Maude Foote was married to Mr. Allen P. Walker at the Methodist Church. The decorations were unusually elaborate and beautiful. Mr. Randolph Fitzhugh, of Pulaski, was best man; Messrs. Ollie Jordan and W. J. Kent, of Pulaski county; C. M. Caldwell and J. Mont Junkin, of Radford; Norman Hanger, of Waynesboro, and W. J. Crockett, Alex. White, Will Turnbull, J. B. Barrett and Clarence Trinkle, of Wytheville, ushers. The bride was handsomely dressed in cream faille, the groom and ushers in full dress. Rev. Mr. Somers performed the ceremony and Mr. W. G. St. Clair presided at the organ. Mr. and Mrs. Walker also left on the 8 o'clock train for a short tour.

## The Court of Appeals.

WYTHEVILLE, June 18.—[Special]—The court was occupied yesterday hearing arguments in the cause of Van Gunder vs. Kane on a writ of error from Scott county. J. A. Cabell, of Richmond, and J. J. A. Powell, of Wytheville, represented the plaintiff and A. L. Pridmore, of Estillville, and D. F. Bally, of Bristol, represented the defendant. The case will be concluded to-morrow.

Among the lawyers in attendance are Judge E. C. Burks and A. A. Phlegar.

## A Large House.

It is generally acknowledged that the Hobbs Music Company takes the lead in the piano and organ business throughout three States: Virginia, Tennessee and North Carolina. Doing probably the largest business of any house in the South, they are enabled to place upon the market instruments at lower prices and on easier terms than the small dealers.

## Now Try This.

It will cost you nothing and do you good, if you have a cough, cold, or any trouble with throat, chest and lungs. Dr. King's New Discovery for Consumption, coughs and colds is guaranteed to give relief or money will be paid back. Sufferers from la grippe found it just the thing and under its use had a speedy and perfect recovery. Try a sample bottle at our expense and learn yourself just how good a thing it is. Trial bottle free at Budwell & Christian's drug store. Large sizes 50c and \$1.00.

## UNCLE JOE IRWIN'S FISH JOKE.

How He Got a Great Mess of Rock and Striped Bass on the Potomac.

Uncle Joe Irwin, the veteran disciple of Isaak Walton, relates a good story of the way in which he once secured a fine string of bass and rock fish that had been caught with a seine, says the Kansas City Star. Mr. Irwin was spending a few weeks at Washington, D. C., and one day went out for a day's sport with the rod and line on the Potomac above Georgetown, a place noted for bass, rock fish and white perch.

"On arriving at the place where I usually fished," says Uncle Joe, "I saw some fishermen landing a seine. I was anxious to see what luck they were having and waited until they began to throw out their fish. I noticed they had large baskets in which they put their shad and herring, but occasionally noticed them throw a rock or striped bass into the grass of the meadow that adjoined the fishing ground. The law is strict in the District of Columbia in regard to taking game fish during certain seasons, and I soon became satisfied that it was not the intention of the fishermen to throw them back into the river as the law required, and as I was a stranger to them they did not care to take the risk of putting them into the baskets in my presence. I then concluded to play a little joke on the fishermen and innocently asked if the fish thrown into the grass were unfit for food, and they assured me that such was the case and that the fish were not worth a cent. Having thus led them into the trap I told the boy who was carrying my habit and lunch basket to gather them up and string them, as I might not be lucky enough to catch any myself and poor fish would be better than none and save me from being laughed at on going back to the capital. The boy obeyed orders, selecting the finest to be found, and filled the fish baskets. I thanked the fishermen kindly and started off for my usual fishing place, but before getting out of earshot I heard one of the men who had been watching me very quizzically remark: 'That old man is pretty sharp. He knew what those fish were and that we were not allowed to take them at this time of the year.' They did not invite me to call again."

## THE NAME OF AMERICA.

Origin of the Name, as Told at the International Congress in Paris.

The discussion on the origin of the name America was opened at the International congress of Americanists in Paris by M. Jules Marcou, who asserted, says Science, that the name America was derived from a range of mountains in Central America, which, in the language of the natives, is called "Amerigo," and Vespucci never bore the Christian name of "Amerigo," because this latter is not a saint's name in the Italian calendar; and, further, that he changed his name "Alberico" to "Amerigo" for the first time after the name by which the new world is now commonly known began to be used in order to cause it to be believed that the continent was so named in his honor.

But M. Govi proved two years ago that the name "Alberico" is in the Florentine language identical with "Amerigo," and that Vespucci, before the year 1500, sometimes subscribed himself "Amerigo" appears from a letter recently discovered among the archives of the duke of Gonzaga at Mantua. This point was corroborated by the Spanish-Americanist, De la Espada, from letters and pamphlets preserved in the Archiv de las Indias at Seville, in which Vespucci sometimes calls himself "Alberico," and sometimes "Amerigo." En passant, the Spanish savant mentioned the interesting fact that the first so-called "quatuor navigationes" was not made by Vespucci at all.

M. Hamy adduced a further interesting proof of the incorrectness of M. Marcou's contention in the shape of a map of the world, prepared in the year 1490 by the cartographer Vallescu, of Malore, on the back of which is a note to the effect that the map was bought in at an auction by the merchant of Amerigo Vespucci for one hundred and twenty gold ducats. Further, the general secretary of the congress, M. Peotter, pointed out that, according to a communication received from the president of the Nicaragua, the range of mountains in question is not called "Amerigo" at all, but "Amerisque."

## Traveler, Landlord and Wildcat.

The Atlanta Constitution tells a good story of a traveler who stopped at a Lee county hotel a short time ago. The landlord had just bought a live wildcat, which was chained in the yard that night. When the landlord went through the house putting out the lights, which worked up and down with a chain, the traveler thought the noise was the growling of a wild beast. It seemed to come nearer and nearer, and he was convinced that the wildcat had escaped and was dragging its chain through the house. He stood it as long as possible, but remembering that he had left his door ajar, became greatly excited, sprang from the bed, made a dash for the window in his night-clothes and jumped to the ground. The proprietor saw him, and thinking that he was about to jump his board bill made a break for him, the town marshal joining in the chase. They ran him nearly a mile down the railroad track, when thinking that the wildcat was close at his heels, and being unable to run further, the traveler climbed a tree and was captured.

## Bacteria in Brown Sugar.

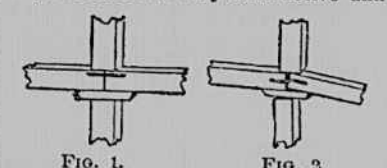
The Philadelphia Inquirer has a scare article about bacteria in some of the cheap and improperly refined grades of brown sugar. "Thousands of disgusting little insects," it says, "creep over one another in almost every pound of the low-grade sugars. Samples taken at random from stores by a curious analyst of this city have showed that some qualities contain as many as 250,000 of these repulsive-looking little creatures. They are plainly visible under a microscope, and in some cases under an ordinary magnifying glass and even to the naked eye. In the human stomach they are said to be capable of doing great damage."

## SAFE CONSTRUCTION.

The Method Indorsed by the National Society of Fire Engineers.

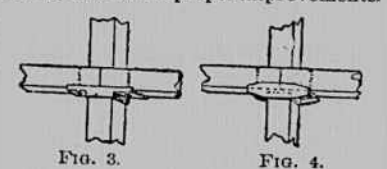
Mr. Atkinson, in his report to the members of the Boston Manufacturers' Mutual Insurance Company, calls attention to the great destruction at fires as follows:

We observe in all cases of serious fire, that when one part of the mill gives way, the effect is very destructive and

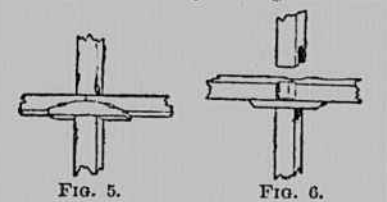


a very large portion or the whole of the building comes down and is destroyed, even though the fire itself may not have greatly injured it prior to its falling.

This is evidently a sure indication that the methods of assembling the heavier material are faulty, and it is the object of this article to illustrate the various methods of construction now in use and call attention to their faults, and advise proper improvements.

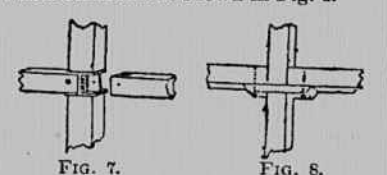


These illustrations are taken from the official report of the National Association of Fire Engineers as they were shown in an essay on this subject delivered by Henry A. Goetz, of New Albany, Ind. Mr. Goetz spoke as follows: The heaviest losses by fire occur in the warehouse and business blocks. A fire usually burns out a post or beam in a vital place, thereby causing the whole



structure to fall, before it is burned, greatly increasing the loss and often injuring many persons.

Fig. 1 illustrates a very common method of construction and although the poorest and crudest adjustment of material known, is probably used oftentimes. This method and all similar to it should be condemned, for if any part should burn, it will in falling destroy the whole structure as shown in Fig. 2.



In Fig. 3 an iron cap is used, evidently put there as an improvement, but it has the same fatal flaw as No. 1.

Fig. 4 has side plates which prevent the timbers from warping out of position.

Fig. 5 is used very seldom; it has no merit and is difficult to fit and place in position.

Fig. 6 was the method used in the large Chicago leather warehouse that was completely destroyed by fire. The only possible claim it has is that the horizontal beams cannot warp on account of being held by the mortise in base of upper post; from a fire engineer's point of view the method is bad.

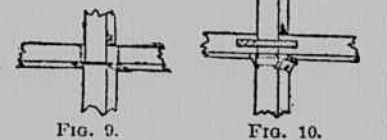
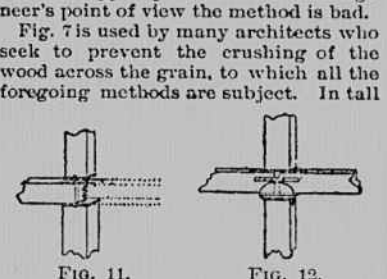
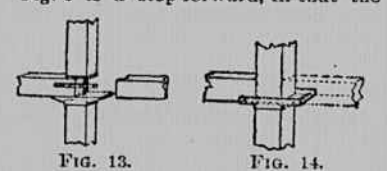


Fig. 7 is used by many architects who seek to prevent the crushing of the wood across the grain, to which all the foregoing methods are subject. In tall



buildings the crushing of wood across the grain is considerable, causing therefore in the course of time an unequal settlement of the building. A wooden bolster should be discarded in all buildings that are to be heavily loaded. Fig. 7 is objectionable on account of the difficulty of placing it in position and fitting, besides open to the same fault as Fig. 1.

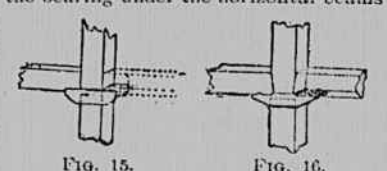
Fig. 8 is a step forward, in that the



horizontal timbers can tear themselves loose, but this arrangement is too weak, for the wooden bolster cannot stand very much of a strain.

Fig. 9 uses a flat iron plate instead of a wooden bolster.

Fig. 10 uses iron lugs bolted to the top of lower post. This is seldom used and has no merit, because if you increase the bearing under the horizontal beams



it adds greatly to the strain upon the bolts.

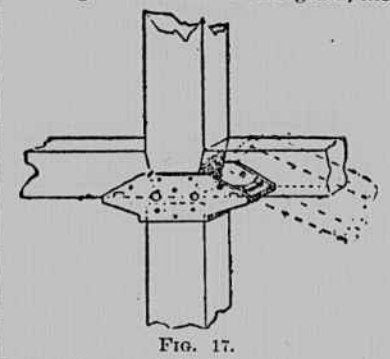
Figs. 11, 12, 13 are modifications of the methods mostly used at the present

time. Chief objection to all is that the arrangement does not prevent teetering or vibration to which so many manufacturing buildings are subject.

Figs. 14 and 15 are modifications of the same idea. The methods are good because the horizontal beams can fall from their position without damage to the columns.

Fig. 16 is similar, the advantage being that the beveled base of the upper post holds the horizontal beams in position.

In Fig. 17 we have a combination of all the good points. The method is simple and easy to fit and place in position. The sides are bolted to both upper and lower column, thereby forming a continuous post to the roof. A falling beam during a fire has no tendency to tear other parts down; there is no crushing of wood across the grain; the



base of upper post is securely held, thereby adding much to the stiffness of a building and preventing the vibration to which many structures are subject.

This method is indorsed by the National Association of Fire Engineers as the best of all and is recommended for adoption.

## WATERCRESS AND ONIONS.

Two Plants Containing Valuable Sanitary Qualities.

The watercress is a plant containing very sanitary qualities. A curious characteristic of it is that, if grown in a ferruginous stream, it absorbs into itself five times the amount of iron that any other plant does. For all anemic constitutions it is, therefore, specially of value. But it also contains proportions of garlic and sulphur, of iodine and phosphates, and is a blood purifier, while abroad it is thought a most wholesome condiment with meat, roast or grilled. The cultivated plant is rather more easy of digestion than the wild one. Botanically the onion belongs to the lily family. The odor of the vegetable, which is what makes it so unpleasant, is due to a volatile oil, which is the same as that in garlic, though in the onion it is milder and naturally does not last so long. There are, besides, easy ways of removing at once all unpleasantness from the breath. A little parsley or a few grains of coffee, or even a swallow or two of milk, if taken after eating, proves an effective remedy. Boiled onions are the least objectionable in regard to odor, and are as easily digested as any. The oil in the onion passes off in the water in which the vegetables are boiled, and if the kettle be kept closely covered and the water changed after they have boiled five minutes, and then again ten minutes later, there will be no odor through the house, and the onions will be white instead of gray, as they so often are. Besides being rich in flesh-forming elements, raw onions are especially good in breaking up a heavy cold, they are also stimulating to fatigued persons and are otherwise beneficial.—Scientific American.

## A New Life Belt.

A self-expanding life-belt is the latest addition to the list of life-saving apparatus. This contrivance is made of elastic material, and its interior is divided in separate sections, containing alternately acids and alkalis. After being applied there is a cord at each side of the person, which, being pulled, allows the chemicals to come together, producing a gas which gives buoyancy to the belt. A modification of this invention consists of a belt with two metallic hemispheres held together with material soluble in water, the intention being to throw this belt overboard to the rescue of a person drowning. As soon as it strikes the water the hemispheres spring apart, and the gas being rapidly generated the belt is expanded. Another form of belt of the latter variety can be so arranged as to be fired by a rocket to ships in distress, inflating shortly after striking the water.

## The Breathing of a Locomotive.

The "breathing" of a locomotive—that is to say, the number of puffs given by a railway engine during its journey—depends upon the circumference of its driving wheels and their speed. No matter what the rate of speed may be, for every one round of the driving wheels a locomotive will give four puffs—two out of each cylinder, the cylinders being double. The sizes of driving wheels vary, some being 18, 19, 20 and even 23 feet in circumference, although they are generally made of about 20 feet. The express speed varies from 54 to 58 miles an hour. Taking the average circumference of the driving wheel to be 20 feet and the speed per hour 50 miles, a locomotive will give, going at express speed, 880 puffs per minute, or 52,800 puffs per hour, the wheel revolving 13,200 times in 60 minutes, giving 1,050 puffs per mile.

## How to Split a Grindstone.

When a stone is new and four feet in diameter, ten inches is none too thick, but when that stone wears down to twenty-four inches it should be split. It is too clumsy, but will make two nice stones if carefully split. To do this turn a deep groove in the stone before it is removed from its hanging. The groove should be three inches deep, and three-fourths of an inch wide outside, tapering to as narrow a line as possible to be made at the bottom. This groove done, the shaft and collars removed, the groove is driven full of dry pine wedges. Put them in carefully, all equally tight. Throw the stone into water, let it lie over night and it will split nicely.

## THE ROANOKE DEVELOPMENT COMPANY.

## THE ROANOKE DEVELOPMENT COMPANY.

Is prepared to negotiate with responsible parties seeking the Best Location in Virginia for Manufacturing Purposes. Fuel, Raw Material and Labor can be obtained and handled at this point to the greatest advantage.

The Fine Table Lands along the Roanoke river are exceptionally well adapted for INDUSTRIAL BUILDING SITES.

Rapid Transit by Electric Railway to the center of the city has been assured.

Ample Railroad Facilities for shipment to and from all points North and South.

It has already located four large and valuable industries, employing over 600 hands. For particulars apply to

ARTHINGTON GILPIN, General Manager Roanoke Development Company, Roanoke, Va.

## BLUE RIDGE SPRINGS, VA.

The Popular Summer Resort.

Only 11 Miles East of Roanoke

On mountain summit, Norfolk and Western railroad. Free use of

A Large Hall,

Remote from noise and confusion, for societies wishing to assemble in the mountains of Virginia.

PHIL F. BROWN, may22-1f

## G. C. METZGER &amp; CO.,

OLD RELIABLE

Checkered Front Grocery,

124 Salem Avenue.

Standard and fancy family groceries, the freshest, purest and the best the markets afford.

THE BEST IS THE CHEAPEST.

Fruits and confections, canned, bottled, evaporated and preserved goods. All the delicacies and luxuries for the sick and the well.

Our best attention to benefit our patrons.

Agents "White Bread" flour.

Free delivery. Soliciting your favors.

Respectfully,

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## ROANOKE ICE COMPANY,

ICE

ROANOKE, VA.

THE ROSE

PLANING - MILL,

Earnest Ave. Between Sixth and Seventh Sts.,

Is now prepared to furnish to the trade

Sash, Doors, Blinds, Mouldings,

And all mill work at the shortest notice. All orders by mail promptly attended to.

W. H. OLIVER & CO.

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## Roanoke Steam Dye Works

AND BLEACHERY.

Silk, Cotton and Wool Dyed any color when the original color is favorable. All kinds of goods soiled, dyed and cleaned. Ladies' kid shoes, gloves and feathers dyed and cleaned.

DEVON & WALSAK, Proprietors.

104 Campbell Street and 22 Commerce street Roanoke, and Main St., Salem.

Send \$2 and get the weekly edition of The Times for one year and your choice of either the Waverly or Dickens novels complete.

Prices as low as the lowest.

## RAILROADS.

## N. &amp; W. Norfolk &amp; Western R.R.

## SCHEDULE IN EFFECT MAY 21, 1891.

WESTBOUND, LEAVE ROANOKE DAILY.  
7:55 a. m. Arrives Radford 9:25 a. m., connecting at Radford with New River branch leaving daily at 10:35 a. m. Bristol 1:15 p. m.  
10:10 a. m. Arrives Bristol 4:10 p. m. Stops at all stations.  
6:25 p. m. Arrives Bristol 11:35 p. m. Connects at Radford with New River branch leaving Radford 8:30 p. m. daily for Bluefield and Pocahontas.  
7:55 p. m. daily for Radford and Intermediate stations.

NORTH AND EASTBOUND, LEAVE ROANOKE DAILY.

6:30 a. m. for Lynchburg, Petersburg and Richmond.  
12:50 p. m. for Hagerstown, Harrisburg, Philadelphia and New York.  
12:45 p. m. daily for Richmond and Norfolk.  
5:40 p. m. daily Arrives Lynchburg 7:30 p. m.  
5:40 p. m. for Shenandoah.  
11:20 p. m. for Richmond and Norfolk.  
11:20 p. m. for Harrisburg, Philadelphia and New York, and Washington via Shenandoah Junction and B. & O. R. R.  
For all additional information apply at ticket office or to General Passenger Agent, Roanoke, Va.

S. A. & O. R. R. CO.

TIME TABLE TO TAKE EFFECT 12:01 A. M., SUNDAY, MARCH 15, 1891.

WEST BOUND. First Class. No. 3. No. 1. EAST BOUND. First Class. No. 2. No. 4.

Passenger. Daily Except Sunday. Passenger. Daily Except Sunday.

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